

included a large amount of ammunition. The rapid spread of the flames forced them to leave the prize which exploded about three minutes after their departure.

Later that afternoon, a skiff flying a white flag came alongside *Annie*. Its sole passenger, a man who "identified himself as Allen A. Stephens. . ." and reported that he was one of a group of 20 men "about to rise against the rebel Government. . ." and requested arms for his company. After promising Allen to report the incident, they allowed him to return to land, but no further mention of this man appears in the *Official Records*.

During the remainder of 1864 *Annie* continued to serve in the blockade of Florida's gulf coast. On 30 December she departed Key West and headed for Charlotte Harbor for further blockade duty. About a fortnight later, her hulk was found resting on the bottom in about six fathoms of water. She was a total wreck, apparently the victim of an explosion; and no trace of her crew was found.

Annie E. Gallup

(ScStr: t. 141; l. 116'6"; b. 18'7"; s. 9 k.; a. 2 1-pdrs.)

Annie E. Gallup—a wooden-hulled "Menhaden fisherman" built at Fall River, Mass., in 1878—was acquired by the Navy from the Delaware Fish and Oil Co., of Lewes, Del., and assigned the classification SP-694. She was commissioned at Philadelphia on 15 August 1917 "for duty as a minesweeper in the 4th Naval District," Lt. Bailey A. West, USNRF, in command.

Her name shortened to *Gallup* as the result of General Order No. 314 of 28 July 1917 which specified that all "scout patrol" (SP) vessels bearing compound names would be referred to by last name only, the ship operated within the waters of the 4th Naval District into 1918. Assigned guardship duties, *Gallup*—Ens. C. P. Berlin, USNRF, in command—anchored in the Harbor of Refuge at Lewes at noon on 20 February 1918. A moderate northwest gale, however, caused her to drag her anchor, and the following morning, despite the fact that her engines were working full, *Gallup* ran aground, stern first, on the point of Cape Henlopen, swinging around broadside to the beach. In response to her distress signals, Coast Guard crews from nearby lifesaving stations brought her complement ashore without loss.

Since the ship had broken in two forward of her engine room, *Gallup* was deemed a total loss, and her name was struck from the Navy list on 20 May 1918.

Anniston

A city in northeastern Alabama about 45 miles east northeast of Birmingham. It is the seat government for Calhoun County.

Montgomery (Cruiser No. 9) (*q v.*) was renamed *Anniston* on 14 March 1918.

Annoy

(AM-84: dp. 330; l. 173'8"; b. 23'; dr. 6'6"; s. 16.8 k.; cpl. 65; a. 1 3", 1 40mm., 5 20mm., 2 dct., 2 dep.; cl. *Adroit*)

Annoy (AM-84) was laid down on 3 December 1941 at Portland, Oreg., by the Commercial Iron Works; launched on 6 April 1942; and commissioned on 2 September 1942, Lt. John A. Parrish in command.

The newly commissioned minesweeper's first assignment took her to the Aleutian Islands to carry out antisubmarine warfare (ASW) patrols and escort assignments protecting various vessels as they moved between Unalaska, Adak, and Atka Islands. On 16 September 1943, *Annoy* departed Dutch Harbor to escort *Oriole* (AT-136) and her tow, *Abner Read* (DD-526), to Seattle, Wash., where the convoy arrived on 5 October. The next day, *Annoy* entered the Puget Sound Navy Yard, Bremerton, Wash., for upkeep.

The vessel left the yard on 9 November, bound for San Pedro, Calif. Upon her arrival there, *Annoy* began a month of minesweeping and ASW exercises. On 11 December, she began escort duty out of San Francisco to various points in the Pacific. Among her destinations were Pearl Harbor, Hawaii; Majuro

Atoll, Marshall Islands; Funafuti, Ellice Islands; and Tarawa, Gilbert Islands.

Annoy entered the Pearl Harbor Navy Yard on 16 April 1944 for upkeep. Upon the conclusion of the work, she commenced operations with Submarine Squadron 4 based at Pearl Harbor. The ship served as a screening and escort vessel and acted as a target ship for submarines during their training routines.

The name *Annoy* was cancelled on 1 June and the ship's classification was changed to *PC-1588*. She was relieved of her training duties on 23 July and got underway for San Francisco. She entered a shipyard at Alameda, Calif., on 3 August, for availability. The ship emerged on 18 November and, the next day, began the return voyage to Hawaii.

PC-1588 reached Pearl Harbor on 28 November and was assigned patrol and ASW screening duties for various transport groups training in Hawaiian waters. On 24 January 1945, she sortied from Pearl Harbor in the screen of Task Group 51.5, bound, via Eniwetok and Guam, for the Volcano Islands. *PC-1588* arrived off Iwo Jima on 20 February. During the next three months, the vessel acted as a control ship for various beaches on Iwo Jima, served as an air-sea rescue ship, operated in ASW screens, and took enemy aircraft under fire on three separate occasions.

The ship left Iwo Jima on 28 May to escort a convoy to Saipan. She returned to Iwo Jima on 16 June and resumed her ASW and air-sea rescue duties which she carried out through the end of the war. *PC-1588* escorted two more convoys between Saipan and Iwo Jima—one in September and one in mid-October. On the latter trip, she continued on from Saipan and proceeded via Eniwetok and Pearl Harbor to San Francisco. The ship reached San Francisco Bay on 13 November and immediately began preparations for inactivation.

On 29 January 1946, *PC-1588* left San Francisco in tow en route to Richmond, Calif. She arrived there on 3 February and was decommissioned on 8 February 1946. Her number was struck from the Navy list on 12 March 1946, and she was transferred to the Maritime Commission for disposal on 6 May 1948.

PC-1588 received one battle star for her World War II service.

Anoka

The seat of Anoka County, Minn., settled in the 1840s and incorporated in 1878.

I

(PC-571: dp. 280; l. 173'8"; b. 23'0"; dr. 6'6"; s. 22 k.; cpl. 65; a. 2 3", 2 20 mm., 2 dct., 2 dep.; cl. *PC-461*)

The first *Anoka* (PC-571) was laid down as the unnamed submarine chaser *PC-571* on 27 September 1941 at Portland, Oreg., by the Albina Engine and Machine Works, Inc.; launched on 12 February 1942; sponsored by Mrs. William Cornfoot, the widow of the founder of the Albina Engine and Machine Works; and commissioned at the Puget Sound Navy Yard on 22 May 1942, Lt. Comdr. William R. McAdams, USNR, in command.

Assigned to the Northwest Sea Frontier, *PC-571* reported for duty with that area command on 15 June 1942, and departed Port Angeles, Wash., on her first mission on 24 June. After escorting *Tatnuck* (AT-27) as she towed *AVG-22* (an escort carrier soon to be lend-leased to the Royal Navy and given the name *Searcher*) between Port Angeles and Astoria, Wash., *PC-571* operated in the Port Angeles-Seattle area. After a brief stint on "submarine watch" off Seattle on 31 August, the sub-chaser headed north, assigned to the Alaskan sector of the Northwestern Sea Frontier.

PC-571 operated with the Alaskan sector forces through the spring of 1944, on local escort and patrol duties. Her ports of call included Kodiak, Women's Bay, Seward, Port William, Pleasant Island, San Point, Adak, Dutch Harbor, Chernofski, Atka and Umnak, as she escorted convoys or single vessels; ships screened included the transport *U. S. Grant* (AP-29), the survey ship *Oceanographer* (AGS-3), the cargo ship *Vega* (AK-17), and numerous merchantmen.

Assigned next to the Hawaiian Sea Frontier, *PC-571* departed the naval operating base at Adak on 17 April 1944 for Pearl Harbor, and reached her destination on the 24th. "Pearl" remained her base for a little over a year as she operated locally in

the Hawaiian chain on patrol and escort duty, until allocated to the Service Force, Pacific Fleet, on 10 May 1945. Clearing Pearl Harbor on 3 June with convoy PF-419(T), the subchaser reached Eniwetok, in the Marshall Islands, on the 10th.

For the remainder of the war in the Pacific, *PC-571* operated alternately out of Guam, Saipan, and Iwo Jima; war's end in mid-August found her at Saipan. Her immediate postwar operations took her back to Eniwetok, to Saipan, and to Guam, as well as to Okinawa for the first time.

Clearing Eniwetok on 27 November, *PC-571* tarried briefly at Pearl Harbor from 4 to 8 December before she proceeded to the west coast for inactivation, reaching Astoria, Oreg., on 14 December with orders to report to Commander, 19th Fleet, and Commander, Tongue Point Group for "duty and pre-inactivation overhaul." Placed in reserve on 23 March 1946, the ship was decommissioned on 15 November 1946.

Although assigned the name *Anoka* on 15 February 1956, the patrol craft never served actively under that name, remaining in reserve until her name was struck from the Naval Vessel Register on 1 November 1959. She was sold on 9 May 1960 to the Tidewater Shaver Barge Line.

II

(YTB-810: dp. 344 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 16; cl. *Natick*)

Anoka (YTB-810) was laid down on 5 October 1970 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched on 15 April 1971; completed on 31 August 1971; and placed in service soon thereafter.

Anoka was assigned to the 5th Naval District and based at Norfolk, Va. She spent her entire Navy career thus far operating as a harbor tug in the lower reaches of the Chesapeake Bay and the estuaries that feed the lower bay. As of the beginning of 1987, *Anoka* was still active in the 5th Naval District.

Antaeus

The son of Neptune, the god of the sea in Roman mythology.

(AS-21: dp. 8,350; l. 403'; b. 61'; dr. 21'6"; s. 20 k.; cpl. 440; a. 14", 2 3", 4 20mm.)

St. John was built in 1932 by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; operated as a passenger liner by the Eastern Steam Ship Co.; acquired by the Navy on 24 April 1941; renamed *Antaeus* (AS-21); and placed in commission on 17 May 1941, Comdr. R. S. Morse in command.

Following her commissioning, the submarine tender operated in the Caribbean. She took part in training exercises and made repairs to the American submarines patrolling in those waters. *Antaeus* finished this task in September 1942, when she was assigned to transport duties and was redesignated AG-67. The ship then began shuttling troops to points in the Caribbean, the Canal Zone, and to Argentina, Newfoundland, from bases at New York City and Davisville, R.I.

Antaeus entered the New York Navy Yard, Brooklyn, N.Y., on 28 December 1944. There, she underwent conversion to a hospital ship. On 18 January 1945, the vessel was renamed *Rescue* and redesignated (AH-18). Following a period of sea trials, the new hospital ship got underway for the Pacific theater of action. She arrived off Okinawa on 13 June, embarked men wounded in the fighting ashore, survived unscathed despite almost constant Japanese air attack against Allied shipping in the area, and safely delivered her patients to a hospital on Guam.

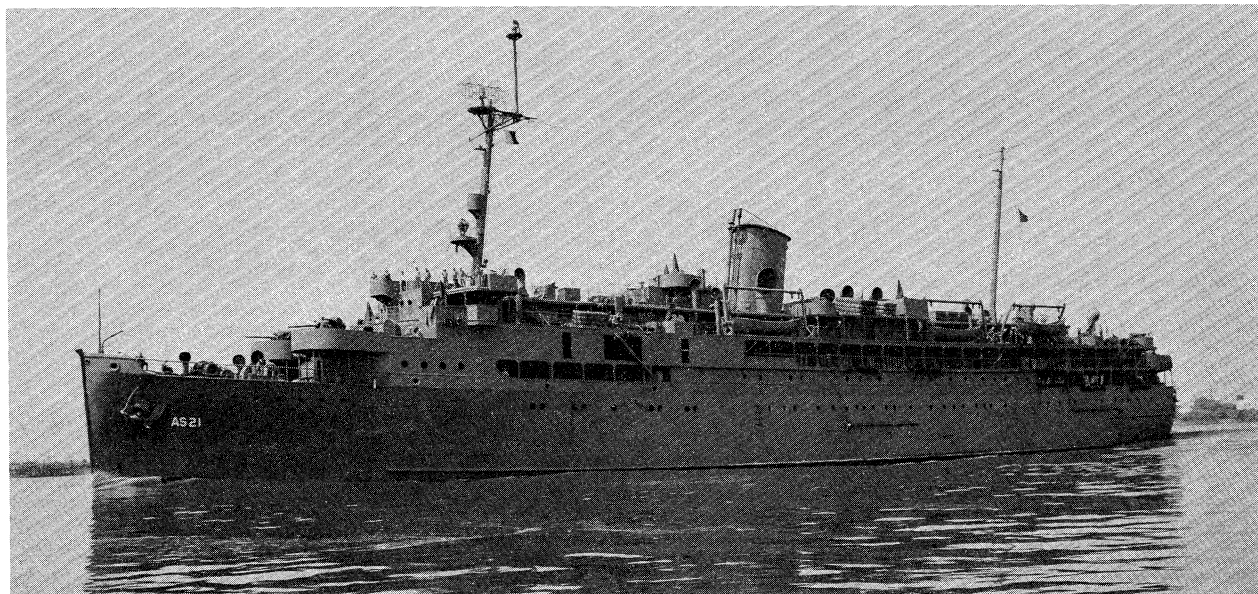
After a short upkeep period, *Rescue* joined the 3d Fleet on 5 July. She supported 3d Fleet ships conducting carrier strikes and bombardment of the Japanese home islands. The ship would rendezvous with the combatant vessels and take on casualties by breeches buoy both at night and under battle conditions. Upon the conclusion of World War II, *Rescue* sailed into Tokyo Bay with the 3d Fleet and began the medical screening of Allied prisoners of war and shuttling them from various prison camps to the base at Yokohama.

In late September, the ship arrived at Guam where she discharged a few former prisoners whose home had been on that island. *Rescue* then proceeded to San Francisco, Calif. She was decommissioned on 29 June 1946 and was transferred to the Maritime Administration. Her name was struck from the Navy list on 15 August 1946. The vessel was subsequently refitted as a merchant ship and saw service as such from 1946 into 1959, in which year she was scrapped.

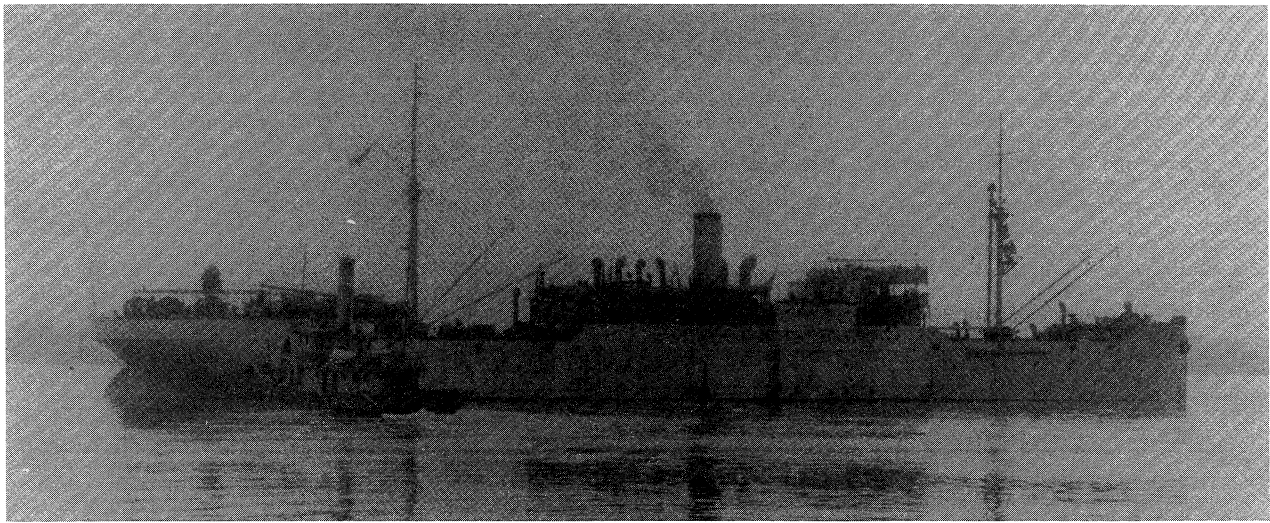
Rescue earned two battle stars for her World War II service.

Antares

A star in the constellation Scorpio.



Antaeus (AS-21), wearing her full designator on her bow, underway in the Delaware River, off the Philadelphia Navy Yard, 25 June 1943. (NH 96628)



Antares (AG-10), assisted by *Samoset* (YT-5), departs the Philadelphia Navy Yard, bound for Panama, 1 March 1923. (NH 759)

I

(AG-10: dp. 11,450; l. 401'0"; b. 54'0"; dr. 24'5"; s. 11.5 k.; cpl. 197; a. 2 5", 4 3", 2 6-pdrs. (authorized but not installed at time of commissioning); cl. *Antares*)

The first *Antares* (AG-10) was originally built under Shipping Board contract as the steel-hulled freighter *Nedmac*, and constructed by the American International Ship Building Corp.; acquired by the Navy on 14 November 1921 under the terms of Executive Order No. 3570 (29 October 1921) which authorized her transfer from the Shipping Board, she was renamed *Antares* and classified as a "miscellaneous auxiliary", AG-10. She was commissioned at the Philadelphia Navy Yard on 23 February 1922, Lt. Comdr. Howard E. Pinkham, USNRF, in command.

After fitting out, *Antares* joined the Fleet Train, replacing the old auxiliary *Nanshan*. In March 1923, the ship became flagship for the Train, Scouting Fleet, a squadron of auxiliaries that supported those elements of the Fleet operating along the east coast. Though her unit was later administratively incorporated into the Fleet Base Force as Squadron 1, *Antares* continued to wear the flag of the officer who commanded the auxiliaries on the Atlantic coast. Throughout that period, the ship also served as the fleet target repair and photographic ship, a vital auxiliary to the fleet's gunnery training in the 1920's.

Employed at east coast ports and operating areas, ranging from the Southern Drill Grounds to the Caribbean, *Antares*, like other naval vessels, occasionally gathered oceanographic data in the course of her voyages; she re-plotted landmarks for range-finder and compass calibration charts, furnishing the Hydrographic Office with data needed to complete the calibration chart of Culebra, Puerto Rico, during the fiscal year 1924. During this time period, *Antares* participated in fleet concentrations and maneuvers in Cuban waters and in the Panama Canal Zone. *Antares* brought the planes of Utility Squadron (VJ) 2 back to Naval Air Station (NAS), Hampton Roads, following the winter maneuvers in 1925, and for the winter maneuvers of 1926, transported three assembled and one crated plane from VJ-2 to Guantanamo Bay, where they towed sleeve targets for the Scouting Fleet's cruisers. *Antares* then transported VJ-2 to Coco Solo, and thence back to Guantanamo Bay. She again served as an aviation transport that summer, returning to Cuban waters in company with the repair ship *Vestal* (AR-4).

From 1 January 1934, *Antares* served as a supply ship for the Special Service Squadron and, from January to March 1935, as a Mobile Base for the Fleet Marine Force. She then operated in the Caribbean until 1 June 1936 under orders of the Chief of Naval Operations. Placed in reduced commission as of 4 June 1936, *Antares* served as receiving ship at the Philadelphia Navy Yard.

Placed in full commission on 17 May 1937 at Philadelphia,

Antares was assigned temporary duty with the Naval Transportation Service (a forerunner of the later Military Sea Transportation Service and the Military Sealift Command), and operated on both east and west coasts.

She also operated with the Training Detachment, United States Fleet, and, while assigned to this unit, participated in Fleet Landing Exercise No. 4 in February 1938. In his report of the evolution, Rear Admiral Alfred W. Johnson, Commander, Training Detachment, considered that *Antares*, which had acted as a "utility auxiliary," had proved "indispensable". He commended her performance of duty, which had been performed in spite of a "crammed schedule, allowing little or no time for upkeep." *Antares* was the only ship available which could handle the experimental tank lighter, artillery lighter, and other heavy marine equipment. "Her design," Johnson wrote, "except for speed, is ideal for the type of duty performed, and without her services serious curtailment of the operations would have been necessary." The planned conversion of the ship to a general stores issue ship caused consternation at Headquarters, Marine Corps, General Thomas Holcomb pleading with the Chief of Naval Operations, Admiral William D. Leahy, to leave *Antares* in her current configuration, since she had proved so invaluable in the development of equipment and tactics in landing on a hostile shore. Ultimately, however, the conversion was carried out despite the marines' earnest entreaties.

Resuming her work with the Base Force, United States Fleet, from mid-June 1938, *Antares* operated principally out of San Pedro, but later expanded her area of operations to the Hawaiian Islands and changed her base to Pearl Harbor. On 30 November 1940, the ship was reclassified to a general stores issue ship, AKS-3. During 1941, *Antares* operated between Pearl Harbor and the west coast (San Pedro, Mare Island Navy Yard, and San Francisco), and Pacific islands such as Palmyra and Canton.

On 7 December 1941, *Antares* stood toward the entrance to Pearl Harbor at 0630 with a 500-ton steel barge in tow, having arrived from Canton and Palmyra and expecting to transfer the barge to a tug and then proceed into Pearl. Not sighting the tug at the appointed time, *Antares* altered course, turning slowly to the east, when her watch suddenly spotted a suspicious object about 1,500 yards on the auxiliary's starboard quarter. *Antares* notified the destroyer *Ward* (DD-139), on patrol off the harbor entrance, and the latter altered course toward the object which proved to be a midget submarine. A Consolidated PBV from Patrol Squadron 14 showed up almost simultaneously and dropped smoke floats in the vicinity; meanwhile, *Ward* went to general quarters and attacked, sinking the intruder.

While the report of this incident off the harbor entrance was making its way up the chain of command with glacial slowness, *Antares* spotted the tug *Keosanqua* (AT-38) at 0715. At 0758 *Antares* spotted explosions in Pearl Harbor and Japanese planes; two minutes later an enemy aircraft strafed the ship, and soon

thereafter, bomb and shell fragments (perhaps American "overs" or unexploded anti-aircraft shells) hit the water nearby. As *Antares'* captain, Capt. Lawrence C. Grannis, subsequently reported of events at that point, "As this vessel is not armed, no effective offensive or defensive tactics appeared possible." Passing the tow to *Keosanqua* at 0835, *Antares* zigzagged and turned to a position between the restricted waters of the entrance to Pearl Harbor and the entrance to Honolulu harbor, inshore of the warships beginning to sortie.

"As it was apparent that the continued presence of the *Antares* offshore was placing the ship and personnel in constant jeopardy," Grannis later reported, he requested permission to enter Honolulu. With permission granted at 1054, *Antares* stood in and moored at 1146 to berth 5-A.

Although the work necessary to repair the damaged ships there took precedence, *Antares* underwent an availability at Pearl Harbor. During this period of alterations, she received her authorized main and secondary battery: two 5-inch guns, four 3-inch guns and eight 20-millimeter anti-aircraft machine guns. Her alterations completed by 27 April 1942, the ship held brief trials and then began loading stores. Then, her holds full, she sailed for Pago Pago, Samoa, on 20 May, eventually arriving there eleven days later.

Proceeding thence to Tongatabu, in the Tonga (or Friendly) Islands, soon thereafter, *Antares* reached her destination on 7 June. She remained there as a general stores issue ship until 1 September, when she shifted to Noumea, New Caledonia. She issued stores to fleet units at Noumea until 5 February 1943, when she sailed to the Fiji Islands and Auckland, New Zealand, ultimately returning to New Caledonia on 7 March. During March 1943, *Antares* took part in the successful salvaging of *Delphinus* (AF-24)—which had run aground on Garamhua Reef, off New Caledonia, on the 17th of that month—before being sent to Samoa, and thence to San Francisco, where she arrived on 6 May 1943.

Following drydocking and general repairs, *Antares* returned to Samoa on 10 June, and proceeded thence to Espiritu Santo, arriving there 18 June 1943. A week later she sailed for Efate, and thence to New Caledonia, arriving there on 5 July. Ordered back to the United States, *Antares* reached San Francisco on 1 August and, after reloading supplies and undergoing voyage repairs, again sailed for the South Pacific on 10 September, arriving at her destination, Espiritu Santo, on 4 October. Moving to Tulagi, in the Solomons, a week later, *Antares* replenished ships there until 24 October 1943, when she returned to Espiritu Santo, and thence set course for the United States.

Reloading at San Francisco, *Antares* returned to Efate on New Year's Day 1944, but, eight days later, moved to Espiritu Santo and the Guadalcanal-Tulagi area. Expending her stores there, the ship proceeded thence to Auckland, and thence to the New Hebrides and Solomons, operating and issuing general stores in these areas until January, 1945. Assigned then to Ulithi, in the Carolines, *Antares* arrived there on 10 January 1945 and issued stores until returning to Espiritu Santo in late January. She remained there until returning to the Carolines, reaching Ulithi on 11 April.

Ten days later, the ship moved to Guam, and thence to Saipan for further routing to Okinawa to support the ongoing operations there. *Antares* reached her destination, Kerama Retto, on 10 May, and issued stores in that forward area until she was ordered to Pearl Harbor, via Saipan.

Antares sailed singly from Saipan on 25 June 1945, bound for Pearl Harbor. At 1329 on the 28th, *Antares'* lookouts reported a periscope and wake 100 yards on her starboard quarter. Going to general quarters, the stores issue ship increased speed; her captain, Lt. Comdr. N. A. Gansa, USNR, took the conn and maneuvered the ship hard right; the torpedo missed astern, but a close-range battle soon ensued.

Simultaneously, lookouts observed what looked like a human-controlled torpedo (*kaiten*) in the port wake, turning to the right. At 1331, the ship commenced firing at a periscope wake while she commenced an erratic zig-zag maneuver to avoid the *kaiten* on the port quarter, close at hand. While *Antares'* stern swung to starboard, the number two 3-inch gun, firing down the side of the ship, scored a hit on the *kaiten* and it disappeared.

Another periscope soon appeared at 1344; *Antares'* after 5-inch gun opened fire, the concussion dazing the crew of one of the 3-inch guns nearby (a severed phone connection had prevented them from getting the word to secure) and ripping open the ready-use boxes for the 3-inch guns. Simultaneously, the stores

issue ship's call for help was being answered; *YMS-468* and the destroyer *Sproston* (DD-577) closed the scene of the battle to lend a hand. At 1414, *Antares* sighted what appeared to be a large submarine commencing to surface; her 5-inch gunfire, however, or the timely arrival of help, soon forced what looked like a quick dive. At 1418, *Antares'* captain ordered "cease fire," but maintained the evasive action he had begun at the outset of the action.

During the action, *Antares* expended 11 rounds of 5-inch, 35 rounds of 3-inch, and 130 rounds of 20-millimeter. She suffered four men wounded when a 20-millimeter shell hit a splinter shield; seven men suffered broken ear drums from the concussion of the 5-inch gun going off directly over the 3-inch gun they manned.

Postwar records reveal *Antares'* assailants to be *I-36*, whose torpedoes missed their target, and the *kaiten*-carrying *I-165*, which had departed Hikari on 15 June 1945 for the waters east of the Marianas as part of the "*Todoroki*" squadron—a special *kaiten* attack unit. Navy planes flying out of Saipan subsequently sank the latter on 29 June.

Antares brought her eventful voyage to a close at Pearl Harbor on 9 July. She sailed for Ulithi on the 28th, and arrived there on 12 August as the war in the Pacific was coming to a close. Sailing for Okinawa on the 14th, she arrived there on the 19th. The ship subsequently supported the occupation of Korea and China, issuing stores and clothing to forces at Jinsen (now Inchon), Korea; Taku Bay, Weiheiwai and Tsingtao, China into the spring of 1946, departing Tsingtao on 18 April for Guam.

Reaching that port a week later, on 25 April, *Antares* sailed for the United States on 2 May. Ultimately reaching San Francisco late in May, the ship completed discharging her remaining goods and commenced inactivation. Decommissioned on 2 August 1946 at the Mare Island Naval Shipyard, *Antares'* name was struck from the Naval Vessel Register on 25 September 1946. On 18 September 1947, she was sold to Kaiser and Co., for scrapping.

Antares was awarded two battle stars for her World War II service.

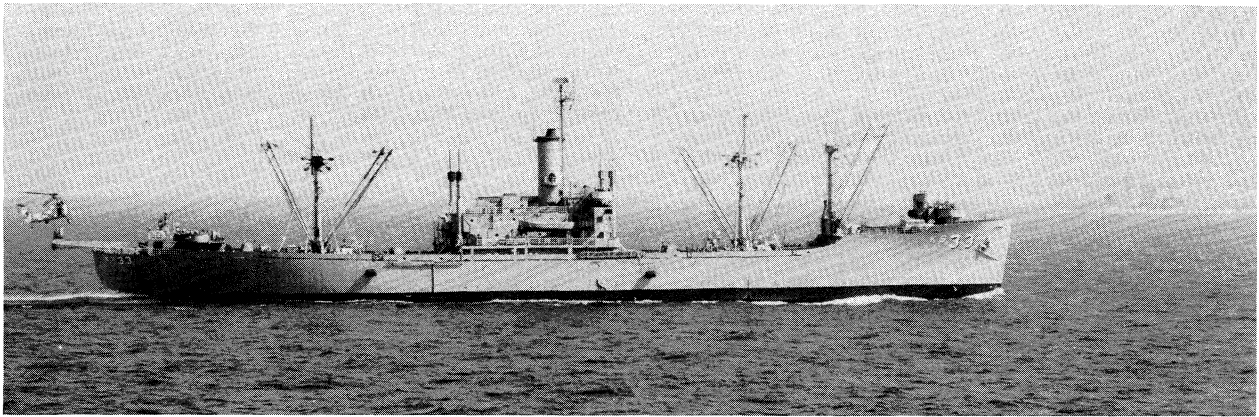
II

(AK-258: dp. 4,600; l. 455'0"; b. 62'0"; dr. 29'2" (lim.); s. 15.5 k.; cpl. 145; a. 8 40mm.; cl. *Greenville Victory*; T. VC2-S-AP3)

The second *Antares* (AK-258) was laid down under a Maritime Commission contract (MCV hull 107) as *SS Nampa Victory* on 6 April 1944 at Portland, Oreg., by the Oregon Shipbuilding Co.; launched on 19 May 1944; sponsored by Mrs. R. A. Hadley; and delivered to the Maritime Commission on 10 June 1944. Operated during World War II by the International Freighting Co. under a contract with the War Shipping Administration, *SS Nampa Victory* was acquired by the Navy in 1951. She was converted to a Navy cargo ship at Baltimore by the Maryland Drydocks Co.; renamed *Antares* on 26 July 1951 and simultaneously designated AK-258. *Antares* was commissioned at Baltimore on 12 February 1952, Comdr. Grant O. Hansen in command.

During the first seven years of her Navy career, *Antares* operated as a cargo carrier between ports on the Atlantic coast, in the West Indies, and along the Mediterranean littoral. During the fall of 1958, the ship earned the Armed Forces Expeditionary Medal for her support for the ships and troops engaged in the intervention in Lebanon. Redesignated a stores issue ship, AKS-33, on 1 April 1959, *Antares* entered the Norfolk Naval Shipyard in June to receive modifications to allow her to perform underway replenishment missions. The work was interrupted in August in order that she might conduct refresher training in Cuban waters and then make a two-month deployment to the Mediterranean Sea. In November, she resumed her conversion overhaul at Norfolk.

Antares returned to active service in February of 1960 with a new mission and a new pattern of employment. She and *Altair* (AKS-32) were to alternate as station underway replenishment ship for the 6th Fleet. Whichever of the two not on that duty would serve as backup while on the east coast and in the West Indies. Late in 1961, the stores issue ship received an additional mission when she was designated a support ship for fleet ballistic missile (FBM) submarines deployed abroad. She spent October and November of 1961 receiving additional modifications at Norfolk and at Charleston. During the first five months of 1962, she operated out of Norfolk conducting type training and participat-



Antares (AKS-33), with a Sikorsky HUS-1 "Seahorse" helicopter hovering over her stern, as seen from *Franklin D. Roosevelt* (CVA-42), 7 March 1963. *Dahlgren* (DLG-12) appears in the background of this view taken by Photographer 3d Class Edwin L. Hawkins. (USN 1074683)

ing in a multiship exercise in the West Indies. In June, *Antares* loaded supplies at Charleston and then sailed for Scotland on her first resupply voyage to the FBM base at Holy Loch. She returned to Norfolk on 25 July and then conducted local operations and received a tender availability.

Antares departed Norfolk in September 1962 to relieve *Altair* in the Mediterranean. That deployment proved to be a long one since *Altair's* overhaul was delayed by the Cuban missile crisis in October and hence that stores issue ship was unable to relieve *Antares* at Naples, Italy, before 30 May. *Antares* arrived back in Norfolk early in June and, following tender availability alongside *Cadmus* (AR-14), operated along the east coast for the remainder of 1963.

Following a resupply mission to the FBM base at Holy Loch in January 1964 and participation in the annual "Springboard" exercise near Puerto Rico, she returned to Norfolk later that spring to prepare for inactivation. She reported to the Norfolk Group, Atlantic Reserve Fleet, on 15 September 1964 and was decommissioned there on 18 December 1964. Her name was struck from the Navy list on 1 September 1965, and she was transferred to the Maritime Administration to be laid up in the National Defense Reserve Fleet facility at James River, Va. She remained there until late in 1975 when she was sold, apparently for scrapping.

III

(AKR-294: dp. 26,094; l. 947'; b. 105'; dr. 37'; s. 33.0 k.; cpl. 44; cl. *Algol*; T. SL-7)

The third *Antares*—a fast sealift ship—was built in Bremen, West Germany, by A. G. Weser as the SL-7 containership *Sea-Land Galloway*, and first entered merchant service in September 1972. Given the name *Antares* and the classification AK-294 on 15 October 1981, the ship was acquired by the Navy to serve the needs of the Rapid Deployment Force (later the Afloat Prepositioning Force) on 16 April 1982. Converted for service by the Avondale Shipyard, Westwego, La., the ship was reclassified AKR-294 on 10 September 1982. She completed her conversion on 12 July 1984.

Antelope

Large, fast, ruminant mammals which generally resemble deer except for their two single-prong horns.

Page 36 of Volume I, Series II, of the *Official Records of the Union and Confederate Navies in the War of the Rebellion* states that, in 1861, the Navy purchased at New York a sidewheel steamer named *Antelope*. However, no such ship was entered on the "List of Vessels of the U. S. Navy" in the *Navy Register* for 1862 or on that in the 1863 edition. Moreover, there is no

other reference to this ship in the Navy's *Official Records* series. In view of these facts, this entry in the series' compilation, "Statistical Data of Ships," seems to be spurious.

I

(StwStr: t. 145; a. 2 30-pdr. r., 4 24-pdr. sb.)

During the first years of the Civil War, the Federal War Department used *Lavinia Logan*—a chartered stern-wheel steamer built in 1861 at Parkersburg, Virginia (now West Virginia)—to support operations of the Union Army along the streams of the Mississippi drainage system, especially Major General Grant's efforts to capture Vicksburg.

Following the fall of that Confederate river fortress in the summer of 1863, *Lavinia Logan* seems to have returned to private hands for a time. In any case, the Union Navy acquired the vessel at Louisville, Ky., in the spring of 1864; and, on 26 May of that year, Rear Admiral David D. Porter wrote to Secretary of the Navy Gideon Welles reporting the purchase and recommending that her name be changed to *Antelope*. Apparently, he had acquired the ship to meet Rear Admiral Farragut's need for light-draft gunboats and had her hull covered with iron plates by naval shipfitters at Mound City, Ill.

Antelope first appears on the list of vessels composing the West Gulf Blockading Squadron on 15 August 1864 with the notation that she was then at New Orleans. On 31 August 1864, the paperwork on her purchase was finally completed. By 4 September, the tinclad—commanded by Acting Master John Ross—was at Pass à l'Ouvre where she had relieved the sidewheeler *Meteor*. While she was there, she began taking on considerable water; and her leaks steadily increased. An inspection of the inside of her hull revealed that "... the leak was not confined to any one place, but extended to all parts of the bottom sides." After she had been on station for a full week, Ross reported "... the condition of the vessel and that I was obliged to keep up 60 pounds of steam to work the steam pumps, as we could not keep her free by the hand pumps."

The ship was relieved as soon as possible and ordered back to New Orleans for repairs. On the evening of 22 September, during her trip upriver, *Antelope* came upon *Suffolk*—abandoned and in a sinking condition—and towed that Army transport to shoal water where she would be safe on the flats. *Antelope* then resumed her ascent of the river.

About 4:30 a.m., upon learning that his ship was sinking, Ross "... ordered the helm hard aport, to beach her ..." While filling rapidly, *Antelope* grounded enabling her crew to save her ordnance and equipment. No record of efforts to salvage the ship has been found.

Maria—a 173-ton stern-wheel steamer built in 1863 at Cincinnati, Ohio—was bought by the Navy on 10 February 1864 at Cincinnati for service in the Mississippi Squadron. After learn-

ing of this purchase, Secretary of the Navy Gideon Welles wrote to Rear Admiral David D. Porter on 9 April 1864 informing him that "the Navy Department [had] changed the name of the *Maria* . . . to the *Antelope*, as it had a vessel of . . . [the former] name in the course of construction."

However, Porter had meanwhile renamed *Maria*, *Fairy* and, in acknowledging message of 9 April, requested the Department to retain the name *Fairy* (*q.v.*) since the ship had ". . . been known by that name for so long a time . . ." On 1 June, Welles agreed to this request.

II

(IX-109: dp. 14,245 (f.); l. 441'6"; b. 56'11"; dr. 28'9" (f.) (lim.); T. EC2-S-C1)

M. H. de Young was laid down under a Maritime Commission contract (MCE hull 1587) on 15 June 1943 at Richmond, Calif., by the Permanente Metals Corp.; launched on 6 July 1943; sponsored by Mrs. George T. Cameron; and delivered to the Maritime Commission on 19 July 1943. Operated under a Maritime Commission charter by the American Presidential Lines, *M. H. de Young* was torpedoed by the Japanese submarine *I-19* on 14 August 1943 about 1,000 miles east of Noumea, New Caledonia. Brought into Espiritu Santo in the New Hebrides, she was partially repaired and taken over by the Navy under a bare-boat charter on 4 October 1943. She was renamed *Antelope* (IX-109) and placed in service the day she was taken over, Lt. L. G. Elsell in charge.

Antelope had her engines removed and spent the entire war as a non-self-propelled dry cargo storage vessel assigned to Service Squadron 8. Scanty records make it impossible to compile a list of locations at which *Antelope* served, but Espiritu Santo appears to have been her first duty station and Subic Bay in the Philippines was her last known location while still a naval vessel. It is also possible that she saw some duty at Leyte when support forces established a base there after the invasion. In any event, she was inspected at Subic Bay and found to be beyond economi-

cal repair and surplus to the needs of the Navy. *Antelope* was placed out of service at Subic Bay on 3 May 1946 and was simultaneously delivered to the Maritime Commission's War Shipping Administration. Her name was struck from the Navy list on 21 May 1946, and she was sold for scrapping to the Asia Development Corp. on 3 March 1948.

III

(PG-86: dp. 245 (f.); l. 164'6"; b. 23'11"; dr. 5'4"; s. 40 k.; cpl. 24; a. 1 3", 1 40mm., 4 .50-cal. mg.; cl. Asheville)

The third *Antelope* (PGM-86)—a high-speed, aluminum-hulled, motor gunboat, was laid down on 1 June 1965 at Tacoma, Wash., by the Tacoma Boatbuilding Co., Inc.; launched on 18 June 1966; sponsored by Mrs. Paul V. Snow, the wife of the Deputy Counsel of the Naval Ships Systems Command; reclassified a patrol gunboat on 28 March 1967 and simultaneously redesignated PG-86; and commissioned on 4 November 1967, Lt. Jon Jared Gershon in command.

Following fitting out at Tacoma, *Antelope* moved to her first home port, San Diego, whence she conducted shakedown training and operational tests before entering the Long Beach Naval Shipyard for post-shakedown availability. She then spent most of the remaining months of 1968 in operations along the west coast. Late in the year, she prepared to conduct CNO Project CS-48, evaluating new gunfire control equipment.

The gunboat completed this assignment in April 1969 and then entered the Long Beach Naval Shipyard for an overhaul to bring her back to top trim and to enhance her ability to carry out her primary missions: off-shore patrol, control of coastal traffic through high-speed interdiction, and close-in naval gunfire support for friendly forces ashore. When this work had been finished, she conducted refresher training out of San Diego before departing that port on 2 November and proceeding to the Marianas in company with *Ready* (PG-87) and *Seminole* (LKA-104). After stops at Pearl Harbor and Midway, the ship arrived at Apra Harbor, Guam—her new home port—on 26 November. The



Antelope (PG-86), underway after her 1971 overhaul, showing her Standard missile launchers in the extended position, aft. (NH 86886)

next day, she began a restricted availability at the ship repair facility there. During the week, numerous improvements were made to her installed systems before she headed for Vietnamese waters on 19 January 1970.

Reaching Cam Ranh Bay on the 28th, *Antelope* began SEAFLOAT operations on the Cua Lon River consisting of "night harassment and interdiction gunfire; area fire preparatory to, and suppression fire during, troop sweeps; and mobile naval gunfire support for friendly forces under ambush." On the last day of January, her guns assisted three ambushed Allied inshore patrol craft. A fortnight later, after she had bombarded both ends of the Rach Bien Nhan Canal to prepare for an Allied advance, UDT swimmers went ashore and learned that her gunfire had destroyed 19 communist bunkers, 11 buildings, and 26 cisterns.

On 15 February, *Ready* relieved *Antelope*, freeing her to return to Cam Ranh Bay for upkeep. On the 23d, the gunboat got underway for a brief stint of "Market Time" duty. Such service entailed stopping, boarding, and inspecting all vessels that she encountered to eliminate all waterborne logistical support of communist forces fighting in Vietnam. She returned to SEAFLOAT on the 28th and, on 2 March, while supporting sweeps ashore by friendly troops, received about 10 rounds of hostile, but harmless, small-arms fire. A week later, while shelling communist bunkers, she sighted and destroyed "... two heavily loaded sampans fleeing down a canal."

Next came more "Market Time" duty, this time in the Gulf of Siam. There, besides serving as the command center for Coastal Division 11, she sent inspection parties on board over 350 sampans and junks between 20 March and 2 April. On the latter date, the ship resumed Operation SEAFLOAT. Three days later, she was ambushed on the Cua Lon River by a rocket patrol which fired six B-40 rockets at the ship from less than 100 yards. *Antelope* immediately opened fire with all her weapons and drove the enemy off before any casualties or serious damage to the ship occurred.

From 10 through 13 April, the gunboat left the rivers and entered the South China Sea to support a force of Montagnard troops landing on and sweeping through communist-held territory. During the operation, her boat evacuated 115 men. Thereafter, the warship conducted gunfire support missions until the 17th when she ended 31 consecutive days underway and headed for Cam Ranh Bay and brief upkeep.

On 25 April, *Antelope* returned to SEAFLOAT duty. About an hour past midnight on 4 May, an explosion on her starboard side amidships jarred the gunboat. Investigation soon revealed a 5-inch hole in her main deck, probably caused by "... a satchel charge catapulted from the north bank of the Cua Lon." However, no casualties or interior damage from the blast resulted. Five days later, while the vessel was descending the river to enter the South China Sea, communist forces lying in ambush fired at least six B-40 rockets at her. Her alert gun crew returned the fire "... while the first three rockets were still airborne." *Antelope* suffered no hits or damage. Again, on the 11th, while fighting off a launch bomb attack from an ambush site on the bank of the Bo De, she drove the communist troops from their weapons and sent a landing party ashore which captured eight bomb launchers, four launch bombs, and several B-40 rockets.

After four days of upkeep at Cam Ranh Bay, the ship got underway for special operations in the Gulf of Siam and troop support in Cambodia. At the end of May, she resumed SEAFLOAT duties, but a failure of her number one main engine soon forced her back to Cam Ranh Bay for repairs.

On 11 June, she proceeded north to play the part of a communist high-speed patrol boat attacking an Allied task force with missiles, guns, and torpedoes in Exercise "Beacon Tower II" in the Gulf of Tonkin. She then visited Hong Kong before returning to Guam on 3 August. There she underwent a restricted availability which lasted until 18 January 1971.

The next day, she sailed for the Philippines. After a brief stop at Subic Bay, she pushed on back to Vietnamese waters where she arrived on the last day of January and began "Market Time" duty in the Gulf of Thailand. As on her first deployment to Vietnam, her service in checking infiltration was again interrupted by upkeep and occasional naval gunfire support missions.

She headed back toward the Marianas on 24 April. En route to Guam, she visited Keelung and Kaohsiung, Taiwan, and Subic Bay before arriving at Apra Harbor on 18 May. Meanwhile, she had been assigned a new home port, Long Beach, Calif.; and, on the 30th, she sailed for that base which she reached on 18 June.

On the last day of that month, she entered the Long Beach Naval Shipyard for overhaul and alterations.

The yard work, which gave the ship an interim surface-to-surface missile capability, lasted until 31 January 1972. *Antelope* spent the next few months in independent exercises; fire control system antenna collimation; missile firing; and receiving new main diesel engines, additional communications equipment, and self-synchronizing clutches.

On 10 July, the gunboat began preparations for a transfer to the Atlantic Fleet. A fortnight later, she got underway in company with *Ready* and *Barnstable County* (LST-1197) and proceeded via Acapulco, Mexico, to the Isthmus of Panama. She transited the canal on 7 August and reached Little Creek, Va., on the 14th. On 30 August, she, *Ready*, and *Graham County* (AGP-1176) sailed for the Mediterranean. On 1 September, *Antelope's* home port was changed to Naples, Italy. Following stops at Ponta Delgada, Azores, and at Rota, Spain, the warships reached Naples on the 17th. *Antelope's* operations for the remainder of the year included missile handling exercises at Augusta Bay, Sicily; KOMAR simulation operations with Task Group (TG) 60.2; NATO Exercise "National Week XIV"; her firing of a missile with a warhead; a visit to Izmir, Turkey; and special warfare operations at Souda Bay, Crete.

The gunboat's service in 1973 was much like that which she had performed during her last three months of 1972. Highlights during the first six months were: an amphibious exercise at the Monte Romano Training Anchorage from 24 to 29 January and a visit to Monaco during the following week; "National Week XV" Exercise from 19 to 24 February; towing ITASS sonic test device late in February; an amphibious exercise at Portofino, Sardinia, and a visit to Bizerte, Tunisia, in April; a missile tracking exercise at Souda Bay at the end of May, NATO Exercise "Dawn Patrol 73" in June; and bilateral operations with Greek fast patrol boats which continued from 21 July to 10 August. During the latter half of the year, she took part in international Operation "Zeus" in the vicinity of Thasos Island, Greece, from 21 to 29 August and NATO Exercise "Deep Furrow 73" from 20 to 30 September, before firing a missile off Crete on 1 October. This shot scored a direct hit on a Mk 35 SEPTAR target boat and was the first successful firing in the Mediterranean of the telemetered standard surface-to-surface missile system.

The ship visited Barcelona, Spain, in mid-January 1974; took part in amphibious exercises at Gythion, Greece, from 3 to 10 February; and participated in Exercise "National Week XVI" from 13 to 21 February. Next, she devoted more than four months to an overhaul in a private shipyard at Naples.

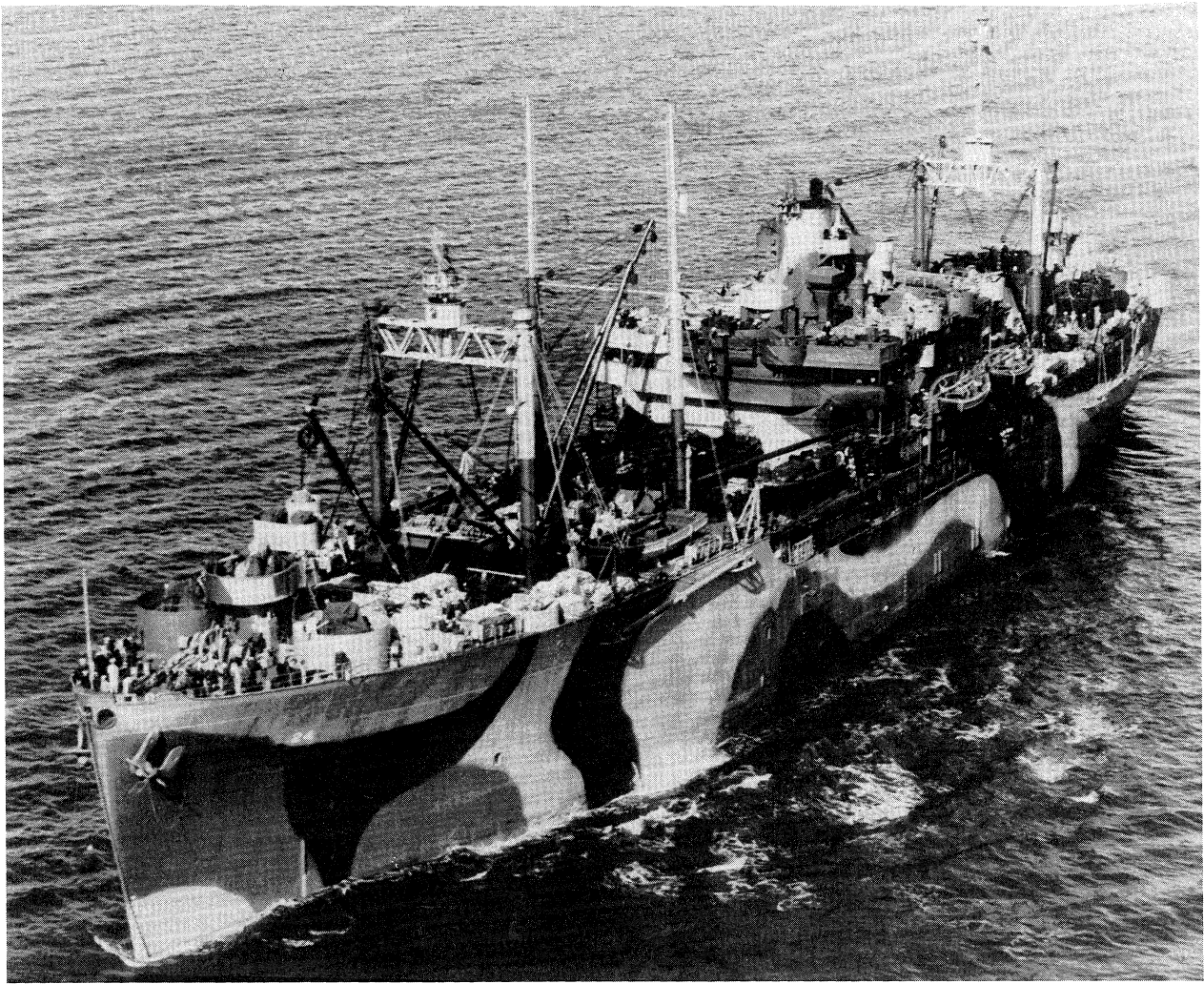
A short visit to Souda Bay, Crete; surveillance operations in the western Mediterranean; and visits to Malaga, Spain, took up most of July. Then, after a stop at the Spanish island of Majorca in the Balearics from 29 July to 1 August, she remained at Naples from 4 to 20 August and then returned to Spain for visits to Cartagena and Malaga before putting to sea on 31 August for a fortnight of surveillance operations in the western Mediterranean. Exercise "Flintlock 74" out of Venice lasted from 3 to 17 October. *Antelope* next returned to Naples and remained there until getting underway early in February 1975 for missile exercises. Thereafter, during more than two years, her operations spanned the Mediterranean from east to west and from southern Europe to the shores of North Africa. She left the "Middle Sea" in August 1975 for a brief visit to Casablanca, Morocco.

Her subsequent missions during this latter part of her service with the 6th Fleet were quite like those she had already performed. She visited many of the same ports; took part in similar exercises; and, between 10 January and 7 May 1976, underwent another overhaul at Naples. On 1 April 1977, she was reassigned to Nisida Island as her home port.

Her deployment to European waters ended on the last day of July 1977, and she departed Rota, Spain, bound for home. Following stops in the Azores and at Bermuda, she reached Little Creek on 21 August and was decommissioned there on 1 October 1977. She was transferred to the Environmental Protection Agency on 17 January 1978 and was placed in service on Lake Michigan as a survey vessel gathering data to determine the impact of waste disposal upon the Great Lakes.

Anthedon

A Greek nymph who was honored in the name of a city in Boeotia on the shore of the Euripos Strait.



Anthedon (AS-24), 24 September 1944, in Measure 32, design 12F camouflage: haze green, Navy green, and dull black. The decks were painted deck green and dull black. (80-G-282463)

(AS-24: dp. 16,500; l. 492'; b. 69'6"; dr. 27'; s. 18.4 k.; cpl. 1,460; a. 1 5", 4 3", 4 40mm.; cl. *Aegir*; T. C3-S-A2)

Anthedon (AS-24) was laid down on 6 May 1943 under a Maritime Commission contract (MC hull 858) at Pascagoula, Miss., by the Ingalls Shipbuilding Co.; launched on 15 October 1943; sponsored by Mrs. William M. Colmer; acquired by the Navy and commissioned on 17 December 1943; turned over to the Todd Shipbuilding Co. for conversion and decommissioned on 30 December 1943; and recommissioned on 15 September 1944, Comdr. Richard E. Hawes in command.

Following her commissioning, the submarine tender got underway for Brooklyn, N.Y., to load provisions and ammunition at the New York Navy Yard and then traveled to New London, Conn., to take on spare parts for submarines and to conduct tests and drills. She departed New London on 11 October and set a course for Australia. The ship transited the Panama Canal on 17 October and arrived at Fremantle on 17 November.

Anthedon spent three months at that port carrying out refits and voyage repairs on submarines returning from war patrols. The tender departed Fremantle on 12 February 1945; and made stops at Brisbane, Australia, and Hollandia, New Guinea, to pick up building material. She reached Subic Bay, Philippines, on 13 March, and remained there during the rest of the war,

servicing numerous submarines as well as the destroyer escorts operating from Subic Bay.

After Japan capitulated in mid-August, the submarine tender got underway on the 31st to return to Fremantle. She reached that port on 10 September and assisted in the dismantling of the submarine repair unit located there. *Anthedon* departed Fremantle on 2 October to return to the Philippines; arrived at Subic Bay on 14 October; and began providing repair services to submarines. On 1 November, *Anthedon* weighed anchor to return, via the Hawaiian Islands and the Panama Canal, to New London. She transited the canal on 20 November and reached Norfolk, Va., on 5 December.

After discharging passengers and cargo, the tender continued on to New London. She spent one week there before moving to Bayonne, N.J., on 15 December to enter drydock for the repair of a crack in her hull. *Anthedon* was back in New London on 22 December.

During January and February 1946, the tender assisted submarines preparing for deactivation. On 1 March, *Anthedon* commenced deactivation herself, and she was placed out of commission, in reserve, at New London on 21 September 1946. Her name was struck from the Navy list sometime in late 1968 or early 1969. She was sold to Turkey on 7 February 1969 and served the Turkish Navy as *Donatan* (A-583).

Anthony

William Anthony—born on 27 October 1853 in Albany, N. Y.—enlisted in the Army on 1 February 1875 and served two five-year enlistments before joining the Marine Corps at Brooklyn, N. Y., on 18 July 1885. He served ashore (at the New York Navy Yard) and afloat (in the armored cruiser *Brooklyn*) before reporting for duty on 12 May 1897 in the marine guard of the battleship *Maine*.

An explosion rocked *Maine* as she lay at anchor in Havana Harbor on the night of 15 February 1898. As she began to settle, Private Anthony, who was on watch at the time, hastened immediately forward toward the captain's cabin to inform him of the event. In the darkness, the marine bumped into Captain Charles D. Sigsbee as the latter groped his way toward the outer hatch of the superstructure. Anthony apologized and made his report "that the ship has blown up and is sinking." The two men then proceeded together toward the quarterdeck.

"The special feature in this case of service performed by Private Anthony," Sigsbee later recounted in a letter to John D. Long, the Secretary of the Navy, "is that, on an occasion when a man's instinct would lead him to safety outside the ship, he started into the superstructure and toward the cabin, irrespective of the danger." *Maine's* former captain then recommended that the marine be promoted to sergeant, which was accomplished on 14 April 1898.

Anthony had meanwhile joined the marine guard of the cruiser *Detroit* on 5 March 1898 and served in that ship until transferred to duty at the Marine Barracks, New York Navy Yard, on 10 September of that year. Upon expiration of his enlistment, Anthony was honorably discharged at New York on 26 June 1899 with the rank of sergeant major.

Anthony died in New York City on 24 November 1899 and was buried at Greenwood Cemetery five days later.

Anthony (Destroyer No. 266)—a *Clemson*-class destroyer—was laid down on 3 June 1918 at Squantum, Mass., by the Bethlehem Shipbuilding Corp., but was renamed *Greene* (q.v.) on 1 August 1918, three months prior to her launching.

I

(Destroyer No. 172: dp. 1,284; l. 314'4½"; b. 30'11¼"; dr. 9'2"; s. 33.82 k.; cpl. 122; a. 4 4", 2 3", 3 .30-cal. Lewis mg., 12 21" tt.; cl. *Wickes*)

The first *Anthony* was laid down as the unnamed Destroyer No. 172 on 18 April 1918 at San Francisco, Calif., by the Union

Iron Works; named *Anthony* in General Order No. 408 of 1 August 1918; launched on 10 August 1918; sponsored by Miss Grace Heathcote, the daughter of Mr. Bruce Heathcote, manager of the Canadian Bank of Commerce, San Francisco, Calif.; and commissioned at the Mare Island Navy Yard, Vallejo, Calif., on 19 June 1919, Comdr. David Alexander Scott in command.

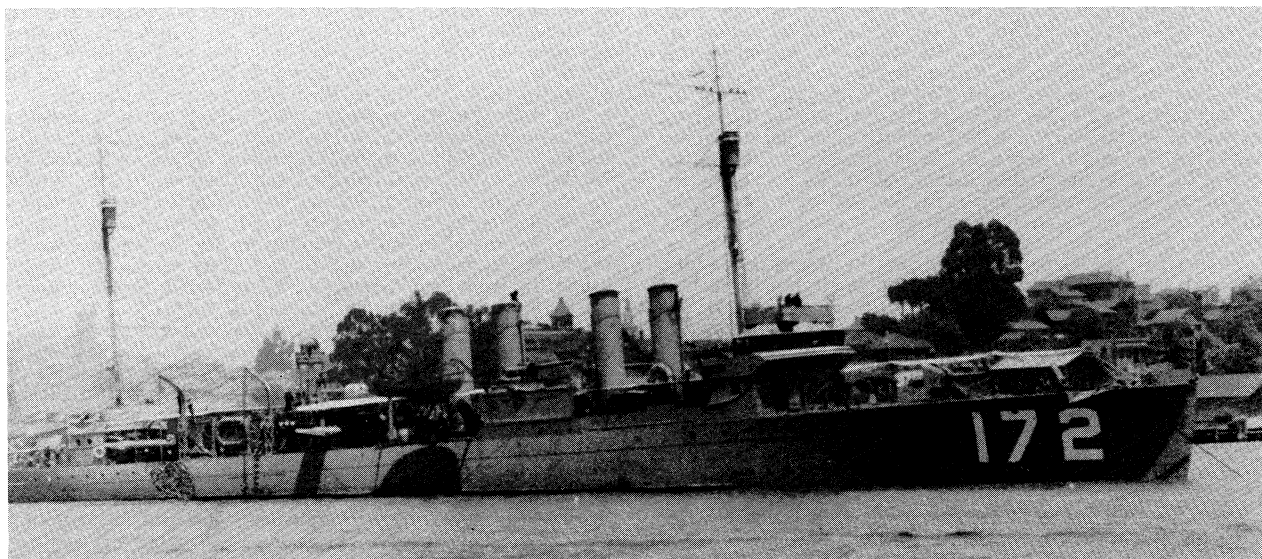
After fitting out, *Anthony* cruised down the coast of southern California to visit Santa Barbara, where she "dressed ship" in honor of Independence Day, 4 July 1919. Then dropping further down the coast to San Diego, on the 8th, the new destroyer exercised off that port before returning to San Francisco Bay on 19 July. Following a brief trip to Bremerton, Wash., and back from 25 to 31 July, she returned to San Diego, via Monterey, Calif., on the evening of 4 August. She then cruised off Colnett Bay and, while steaming back to San Diego on the night of 5 August, sighted Squadron 4 of the Pacific Fleet at anchor off South Coronado Island, before she put into San Diego harbor early on the 6th.

The next day, *Anthony* participated in a naval review in honor of the recent establishment of the United States Pacific Fleet, the first of four similar reviews held that summer by the Secretary of the Navy, Josephus Daniels. Following these activities, *Anthony* carried passengers to San Pedro where she secured alongside *Breese* (Destroyer No. 122) upon arrival.

Upon refueling alongside *Kanahwa* (Oiler No. 1) on 11 August, *Anthony* subsequently sailed for waters off Redondo Beach, Calif., and there joined *Texas* (Battleship No. 35), *Nebraska* (Battleship No. 14), *Seattle* (Armored Cruiser No. 11), *Prairie* (Destroyer Tender No. 5), and sister ships *Tarbell* (Destroyer No. 142), and *Sproston* (Destroyer No. 173) on the afternoon of the 13th. Three days later, *Anthony* shifted to the Municipal Pier, Santa Monica, and then moved up the coast to Santa Barbara on the 19th. She refueled at Los Angeles and then carried passengers to Santa Barbara before getting underway for Santa Cruz, Calif., to search for a missing seaplane.

She located the object of her search the next afternoon, 29 August, and anchored off Redwood Canyon, Calif., at 1518. Soon after her arrival, she furnished supplies for the plane's crew—items ranging from a monkey wrench and a can opener to blankets and cots as well as coffee and canned goods of various kinds. *Anthony* then cleared the waters off Redwood Canyon at 1710 for Santa Cruz, arriving a little less than five hours later.

The destroyer delivered aviation stores to *SC-278* and the Army tug *El Aguador* in San Francisco Bay on 30 August and rejoined the Fleet on the afternoon of the 31st, coming to anchor in Bolinas Bay. Steaming in column with the Fleet on 1 September, she fired a 17-gun salute to Secretary of the Navy Daniels, who was embarked in the historic pre-dreadnaught *Oregon*



Anthony (Destroyer No. 172) rides at anchor in the stream at Mare Island, circa 27 June 1919. Note white, unshaded hull numbers, and crowsnests at both main and foremasts. (NH 57623)

(Battleship No. 3), a ship especially recommissioned to participate in the fleet reviews that summer.

Having taken a draft of men from the flagship, *Birmingham* (Cruiser No. 2), the previous day, *Anthony* steamed out of San Francisco Bay on 8 September; headed for the waters of the Pacific northwest; and reached Port Angeles, Wash., on the morning of the 11th. However, she got underway within two hours of her arrival to shift to Victoria, British Columbia. That night, she headed for Port Blakely, Wash., in company with *Arkansas* (Battleship No. 33), the latter having the Secretary of the Navy embarked.

The battleship and her consort anchored off Port Blakely the following morning. At 1004, Secretary Daniels disembarked from *Arkansas*, receiving a 19-gun salute upon departure, and came on board *Anthony* at 1008. Then, with the Secretary of the Navy's flag at the main, the destroyer got underway for Bremerton, Wash., and, after a passage of less than an hour, disembarked her distinguished passenger at the Puget Sound Navy Yard at 1058. After fueling, the ship reembarked Secretary Daniels at 1615 and transported him to Seattle, Wash., where the Secretary left the ship at 1720.

The following day, *Anthony* passed in review before President Woodrow Wilson, who took in the impressive sight from the decks of *Oregon* on the afternoon of 13 September. The destroyer later participated in Secretary Daniels' final review of the Fleet, also taken from *Oregon*, on the 15th, at Tacoma, Wash. *Anthony* then proceeded south and visited Tacoma, Port Washington, and Bremerton, before reaching San Francisco Bay late on the afternoon of the 25th.

Arriving at San Diego on the 27th and mooring alongside *Buchanan* (Destroyer No. 132), *Anthony* lay idle for much of the next two months, getting underway only thrice for exercises with the other destroyers of Division 11 on 20 and 27 October and 17 November, before she was placed in reserve at Santa Fe Wharf, San Diego, on the afternoon of 23 November 1919.

For almost another year and a half, *Anthony* languished among her many sisters in the reserve destroyer squadrons, as austerity in the postwar period dictated cutbacks in operating funds for men and ships. Only an occasional steaming trial or shift of berth broke up the monotonous routine of port life "in reserve, in commission." However, there were changes in the wind.

On 18 March 1920, *Anthony* and five of her sister ships were tentatively designated as "light minelayers" and slated to be kept in commission among the 144 ships of the "flush-decker" type the Navy Department hoped to operate. Additional ships of the class were earmarked for conversion to minecraft as well, with the commissioning of the entire group only awaiting the trained men to man them.

Anthony thus continued her prosaic life at San Diego into the summer of 1920. One minor misfortune occurred during a shifting of berth, when she grounded on a shoal on 15 July 1920. Towed free by *Thrush* (Minesweeper No. 18), *Anthony* got underway on 17 July for the Mare Island Navy Yard and repairs, with a future fleet admiral—then a destroyer division commander—embarked as a passenger, Comdr. William F. Halsey, Jr.

That same day, 17 July 1920, saw the institution of the Navy's system of alphanumeric hull designations. Since plans had been made for *Anthony* to serve as a light minelayer, the ship received the alphanumeric designation DM-12. Nevertheless, she would continue her operations with the destroyer force "until further orders" were issued "directing . . . [her] assignment to the mine force."

Returning from Mare Island to Santa Fe Wharf on 27 July, *Anthony* resumed her inactivity that continued through the end of 1920. However, in February, March, and April, 1921, the tempo of operations picked up as *Anthony* operated frequently with her sister ship *Ingraham* (DM-9), mostly in the waters off South Coronado Island. On 29 March 1921, she received orders to aid a blimp at La Jolla, Calif. Casting off from Santa Fe Wharf at 1023, *Anthony* shaped course to locate the blimp and sighted her quarry at 1315, flying inshore. The ship stood by to render assistance but soon received the report that her help was not needed. She thus left the area and proceeded to anchorage off Coronado Island.

On 3 June 1921, *Anthony* and *Ingraham* were finally detached from the Destroyer Force, Pacific Fleet, and assigned to the Mine Force. Yet *Anthony* remained somewhat idle in port through much of the spring. On 22 April, she interrupted her "in port" time with rehearsals for short range battle practice (SRBP)

with *Thatcher* (DD-162). On 5 May, she got underway for Mare Island to prepare for a voyage to Hawaii.

Anthony remained at Mare Island until the end of the first week in June. On the afternoon of the 7th, she embarked upon the voyage to Hawaii in tow of *Penguin* (AM-33) and *Eider* (AM-17) and accompanied by *Ingraham* also towed by a pair of minesweepers, *Oriole* (AM-7) and *Pigeon* (AM-47). Six days out, the light minelayers cast off the towlines and completed the passage under their own power. The six minecraft reached Oahu on the 18th.

Conversion, undertaken at the Pearl Harbor Navy Yard, involved the removal of all torpedo tube mounts to make room for mine tracks, extending forward from the fantail almost half the length of the ship. These ships, designed to carry between 64 and 80 mines, were envisioned as being able to lay offensive minefields. The need for fast ships with this capability had been demonstrated during "the war to end all wars."

For the next year, *Anthony* operated out of Pearl Harbor in her new role, drilling and training in the areas of mining (day and night) and gunnery while frequenting the waters off Lahaina, Maui, and Oahu. During this time, on 1 February 1922, *Anthony* struck a reef at Lahaina while searching for a mine she had lost during an exercise the month before. The mishap badly bent and gnarled both screws. After repairs at Pearl Harbor, the ship resumed her regimen of battle mining practices and gunnery drills and continued them into the summer.

Unfortunately for the ship, her time on the active list was running short. A dispatch of 28 April 1922 directed that *Anthony* be decommissioned by 30 June of that year. In accordance with those orders, the ship was prepared for inactivation, "with a view to recommissioning at some future date," and decommissioned on 30 June 1922 at the Naval Station, Pearl Harbor.

However, the recommissioning never materialized. *Anthony* remained out of commission at Pearl Harbor for the next 14 years. Struck from the Navy list on 1 December 1936, she was reduced to a hulk by Christmas of that year. Towed to the west coast by *Brazos* (AO-16), the former *Anthony* reached San Pedro, Calif., on 4 April 1937. *Sonoma* (AT-12) took over there and brought the ship to San Diego the following day. Ultimately, ex-*Anthony* met her end in U.S. Fleet gunnery exercises, sunk by shellfire from *Portland* (CA-33) on 22 July 1937 off the coast of Southern California.

II

(DD-515: dp. 2,050; l. 376'5"; b. 39'7"; dr. 13'9"; s. 35.2 k.; cpl. 329; a. 5 5", 6 40mm., 7 20mm., 2 dct., 6 dep, 8 21" tt.; cl. *Fletcher*)

The second *Anthony* (DD-515) was laid down on 17 August 1942 at Bath, Maine, by the Bath Iron Works Corp.; launched on 20 December 1942; sponsored by Miss Alice Anthony and Miss Frances Anthony, granddaughters of Sergeant Major William Anthony; and commissioned at the Boston Navy Yard, on 26 February 1943, Lt. Comdr. Blinn Van Mater in command.

The destroyer got underway on 26 March for a shakedown training out of Guantanamo Bay, Cuba, and arrived back in Boston on 27 April for a tender availability. She then headed for Norfolk, Va., but departed Hampton Roads on 10 May, bound for the Pacific. After transiting the Panama Canal, *Anthony* joined the Pacific Fleet and arrived in Pearl Harbor on 31 May.

Two months of intensive training for the destroyer ensued. She left Hawaiian waters on 5 August in the screen of a convoy bound, via Pago Pago, Samoa, for Efate Island, New Hebrides. *Anthony* dropped anchor off Efate on 27 August.

Her next several weeks were devoted to more training exercises. Then, late in October, *Anthony* was among the destroyers escorting troop transports to the Solomon Islands for landings on Bougainville. She took part in a preinvasion bombardment and stood by while marines landed on the beaches of Empress Augusta Bay on 1 November. The destroyers pulled into Purvis Bay, Florida Island, on the 3d. However, she returned to Bougainville on 8 November to reinforce American naval forces off that island. Despite numerous air attacks, *Anthony* emerged unscathed from covering the transports during their successful unloading. She pulled into Tulagi on 15 November and soon began escorting ships carrying troops and supplies to various points in the Solomon Islands.

This routine was interrupted for the destroyer on 20 January